

The Liangkong Telegraph.

(ESTABLISHED 1861.)
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WEATHER FORECAST
SHOWERY
Barometer 29.73

September 16, 1913, Temperature a.m. 78, p.m. 81; Humidity...93, 86.

September 16, 1912, Temperature a.m. 75, p.m. 86; Humidity...57, 61.

9199 九月十八年正旦

WEDNESDAY, SEPTEMBER 17, 1913.

三拜禮 九月十八日

\$36 PER ANNUM
SINGLE COPY 10 CENTS

TELEGRAMS.

TELEGRAMS.

BALKAN AFFAIRS.

REACHING AN AGREEMENT T

Reuter's [Service to the "Telegraph."]
London. Received Sept. 16.
Reuter's correspondent at Constantinople reports that an official communiqué says that the Turkish and Bulgarian delegates on Monday arrived at an agreement on the principal points connected with the frontier question, and that a final settlement will be reached at the next meeting of the delegates on Wednesday.

Though the officials refuse to give details, it is understood that Bulgaria has accepted the main Turkish demands, including those in regard to the retention of Adrianople and Demotika, in return for minor concessions.

The changed attitude of Bulgaria is attributed to her failure to secure the support of the Powers, to the strength of the Turkish forces in Thrace, and the rapid and successful revolution of the inhabitants in the districts round Giannidjina, where the Moles and Greeks have mustered a force of 20,000, which Bulgaria would find difficult to subdue without the support of the Turkish Government.

THE COBURG EXPLOSION

THIRTEEN LIVES LOST.

London. Received Sept. 16.
Reuter's correspondent at Coburg says thirteen persons were killed in the street explosion there, and four people are still missing.

THE FAMOUS NECKLACE.

A LUCKY FIND.

London. Received Sept. 17.
A workman this (Tuesday) morning found in a street in Highbury, London, a parcel of 58 pearls, which he delivered to the police.

Mr. Mayer, the owner of the stolen necklace, identified them as belonging thereto.

There is only one pearl now missing besides the two loose pearls contained in the stolen parcel.

HOME RULE.

SIR EDWARD CARSON'S CAMPAIGN.

London. Received Sept. 17.
Sir Edward Carson has arrived at Belfast to inaugurate his campaign against Home Rule tomorrow (Wednesday). He is accompanied by Mr. F. E. Smith, K.C., M.P., and will make his first inspection of the South Division of the Ulster Volunteer Force.

HUGE CHIMNEY FALLS.

FIVE PEOPLE KILLED.

London. Received Sept. 17.
A chimney 180 feet high crashed into Workington Ironworks, Cumberland, burying many and killing five people.

TELEGRAMS.

LABOUR TROUBLES.

STRIKE AT LIVERPOOL.

Reuter's [Service to the "Telegraph."]
London. Received Sept. 16.
The railwaymen at Liverpool, in sympathy with the Dublin strikers, are refusing to handle the Irish traffic. Three men were suspended for their action in this respect, whereupon 1,000 struck on Monday.

Outlook Serious.

London. Received Sept. 17.
It is estimated that 5,000 Liverpool railwaymen are striking to-day. Seven goods yards are closed.

Twelve Midland railwaymen at Birmingham, on refusing to handle Liverpool goods, were dismissed, and a thousand others have struck in consequence.

MEXICAN AFFAIRS.

PRESIDENT HUERTA'S PROMISE.

London. Received Sept. 17.
Reuter's correspondent at Mexico City states that President Huerta in a message to Congress refers to the tenacity of the diplomatic relations with Mexico and the Government of the United States, although, luckily, not with the people. He expresses the hope that the negotiations, which are not yet broken off, will result in a quick solution of the differences, and promises to hold elections in October.

PETROLEUM PRODUCTION IN 1912.

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A workman this (Tuesday) morning found in a street in Highbury, London, a parcel of 58 pearls, which he delivered to the police.

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To my mind there is only one really free and wholly unprejudiced country, and that is France. It is in France that I have decided finally to settle down, and I am sure that I shall always be respectfully treated here. I am leaving for London on Saturday in order to fulfil my contract with the manager of a variety theatre, and I shall remain there a month. I am not afraid of anything, in spite of all their attacks. Jack Johnson has never done any wrong, and he has never been afraid.

"After I leave London I shall be giving other exhibitions at the Paris Olympia, and in November I shall be meeting Paler in an important boxing match in Paris. I shall show the public that I am as strong as ever."

Johnson really intends to settle in France, and as a matter of fact he will have some land on which he will have a villa built for him at Joinville, on the banks of the Marne. I drove through Paris with him to-day in his automobile, and had an opportunity of noting that he received many marks of sympathy from Parisians, among whom he is already popular.

TELEGRAMS.

THE RAILWAY DISASTER.

MANAGER'S EVIDENCE.

Reuter's [Service to the "Telegraph."]
London. Received Sept. 16.
The enquiry into the recent railway disaster at Aigill was continued on Monday. The General Manager of the Midland Railway, Sir Guy Granet, deposed that after the Hawes disaster in 1910 the Company assigned £100,000 as a first instalment to effect improvements, including automatic signalling, safety valves on gas cylinders, and asbestos carriage floors. The Company were strongly opposed to the introduction of electricity instead of gaslight, and therefore had not carried out the Board of Trade's recommendations in this respect. He admitted that the coal in the engines concerned in the Aigill collision was too small, owing to bid screening at the Colliery.

Both men were the essence of fairness, and never attempted to take any undue advantage. I am more than delighted with the contest, and I hope the public are.

"I won't be satisfied," concluded Mr. Baker, "until I can get a man like Freddie Welsh or Packey McFarland to come to Sydney and meet other champions."

Ritchie and Rivers.

The "Asian" boxing authority, "Referee," writes from London:

Willie Ritchie, light-weight champion of the world, successfully defended his title on Independence Day at Los Angeles against Jose Ybarra—known as Mexican Joe Rivers. Although Ritchie has been reviled for some time as a bogus champion, the odds were on him at the start. He began badly, however, or rather, Rivers started well, and for four rounds the challenger had a good deal the best of it, and made the better showing, so that the betting came down with a run. Then the holder got into his stride, and landed a smashing body blow with his right at the beginning of the 5th, following it with a heavy swing to the jaw. Rivers began to wail, and thereafter was constantly on the retreat. Ritchie went after his man fiercely; but it was a long time before he could get in a decisive punch owing to the Mexican's cover. At last his opportunity came in the 11th round, and Joe was counted out from a right on the jaw. The title-holder showed well enough, and those who recently derided him so relentlessly, now dub him a worthy successor to Nelson Gaus and Company. Joe Rivers disappointed me, I must say. A year ago, he put up a very fine fight against Wolgast, and there were not wanting those who declared he won, and was wrongly disqualified. As soon as Ritchie beat Rivers, he was at once challenged by Freddie Welsh, Packey McFarland, and J. C. Cross. The last named has just come prominently into the limelight by knocking out "Bad" Anderson, who was regarded as a coming champion. This feat the Dentist accomplished in the 12th round, and his friends now clamour for a contest for him with Ritchie. Probably Freddie Welsh will again get the go-by, although Ritchie, who has stayed his manager, Billy Nolan, and intends running his own business in future, has signified in willingness to meet the British champion, and all and sundry well. For my part I don't believe Welsh will be given any chance at the title, and that the purse or some other quibble will enable Ritchie to wriggle out of a meeting. Ritchie and Rivers met at 134 lbs. ring-side—a new weight for the world's lightweight title.

W. R. C. Sports.

The annual aquatic sports of

the Victoria Recreation Club are to be played off on the Police Club grounds on Saturday. Play commences at 3.30 p.m. and later the prizes for the championship and the trophy for the League will be presented by Mrs. Maser.

Matt Wells and Mehegan.

Here is what "Snowy" Baker,

the promoter and referee of the

fight between Wells and Mehegan, at Sydney on August 10, says of it.

"The contest was very skilful.

Of course, the best man on the

night undoubtedly won, and I

think the extraordinary ring

generalship of Wells was some-

thing to marvel at. Mehegan put

up a very gritty battle, and if it

had been 40 rounds instead of 20

he would have won. If they had

not boxed strictly to a clean

break, it would have helped

Mehegan considerably.

"I am very pleased at the

way they both boxed. Anything

I said they acted on promptly.

It was quite a treat to referee

the bout. All I had to say was

"Break, or Step back, and they

would do it immediately. They

broke in the cleanest, possible

way. I am sure that the contest

would have pleased any man—

even the antagonists to boxing—

and it will do good for the

game."

"Well, it must have a pretty good

punch with his right hand, as

was evidenced in the early part

of the fight. He sent that long

right over and caught Mehegan

in the jaw. Mehegan replied,

"That was a beauty, Matt!"

TELEGRAMS.

THE NEW YORK AFFAIR.

SEQUEL TO THE MURDER.

Reuter's [Service to the "Telegraph."]
London. Received Sept. 16.
Rauter's correspondent at New York states that a dentist named Muret has been arrested on a charge of counterfeiting. It is alleged that he rented with Schmidt, (the German Catholic priest who has confessed to the murder of a servant girl) the apartment, wherein the police found forged equipment.

The police are uncertain whether

Muret is connected with the

murder of the servant girl.

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Notices

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 General Managers.

Hongkong, 16th August, 1901

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Hongkong, 20th April, 1914.

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 Not only cheap But GOOD!

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CENTRAL LOCATION.
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R. H. NORTH, Manager.

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Davoldollar Printing & Publishing Company, Hongkong, 14th July, 1913.

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[MANILA] 11

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is a safeguard against them. Use a solution of CN—one tablespoonful to the gallon of water—for washing floors and woodwork, for flushing toilets and sinks, and for sprinkling on decaying matter. It will destroy germ life and make the home healthful.

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OUR
 CONTEMPORARIES.

South China Morning Post.

The Cocaine Evil.

These are aspects of the illicit drug question which will very soon have to be taken into serious account by the Hongkong Government in the framing of laws to cope with the smuggling evil. No European who has any respect for the laws of the Colony could give countenance to such a demoralising business. Unfortunately, however, there are men in every community who are prepared to risk business reputation, social connections and all that depends thereon for the sake of the enormous gains to be made from illicit dealing, and it is to put a check upon the moral delinquencies of such individuals that the law as it stands to-day in Hongkong must be altered. By imposing a fine only, which is paid in almost every case and by which the revenues are considerably enhanced, the Government is a material gainer and doubt has been expressed in several quarters as to whether the Government is really in earnest in the matter of suppressing the traffic in illicit drugs. We believe the Government to be in earnest and trust that the obvious lesson of the case which has just concluded will not be ignored.

China Mail.

The Somaliland Troubles.

The idea of a pension was accordingly abandoned; but the decision to reduce the garrison and to abstain, so far as possible, from any interference with the tribes in the hinterland, proved to be irrevocable. The new policy was warmly defended in the House of Commons by Mr. Churchill and Colonel Seely, and severely criticised in the Upper House by Lord Curzon. Every protest, however, was disregarded; and having sown the seeds of future trouble, we are now likely to reap the harvest. It is not quite clear how far the Mullah is implicated in the present disturbances. In one of his letters to the British Commissioner he described himself as "a man who may be poor and small, and a coward, and oppressed, but who relies on God for mercy and victory." He has had his share of victory, and his boast, that if the British fought him again they would lose more men than they lost before, may not turn out to have been a vain one. It is therefore of the utmost importance to British interests that the Government's policy should undergo considerable modification with regard to Somaliland and that the recalcitrant Mullah should be taught a sharp and salutary lesson.

Daily Press.

The Home Rule Question.

For example, no secret has been made of the fact that the Government is counting upon a steadily improving attitude of the working classes towards national insurance and old-age pensions to ensure their gratitude and support in future elections for the Party responsible for these measures. A general election is certain to be complicated with all sorts of issues. The question of granting Home Rule to Ireland then is pre-eminently one for a Referendum, but against the introduction of this method of ascertaining the views of the people, Liberal opinion, strangely enough, has always been strongly opposed on the general ground that experience of the system in other countries has shown that it checks progress and enormously strengthens the forces of reaction. Be that as it may, if the judgment of the people is wanted on a particular question the Referendum is surely the most certain means of ascertaining it, and it may be noted in this connection that the Unionist leaders are committed to this means of testing the country's opinion on Tariff Reform.

GENERAL NEWS.

A Permanent "Leap Year."

Now that the Swedish women occupies in man respects a position of perfect equality with men in professional, commercial, and educational circles, her last remaining point of distinction is the convention which forbids her the right to propose marriage. In the lively discussion which is proceeding in Stockholm on the suggested annihilation of this distinction the chief points advanced are that men look particularly foolish when proposing to women; it is confidently expected, would understand how to do better; and that the granting of the right would greatly reduce the number of bachelors. This knotty problem, according to the Citizen is at present absenting public attention in Sweden.

Gambling in Chinese Club.

It is pointed out in the annual report on the Straits Settlements police that gambling in Chinese clubs seems to be on the increase owing to the difficulty the police have in getting a conviction against persons arrested in these places. Five hundred and fifty-five search warrants were issued last year, resulting in convictions in 184 cases, discharge of the persons arrested in 94 cases, in 68 cases the police were unsuccessful in finding incriminating evidence, and in 200 cases the warrants were for various reasons not executed. Altogether 3,601 persons were arrested for gambling, of whom 2,711 were convicted and fined \$12,847.50, of which sum \$10,513.18, was paid.

Morphomania in China.

Whilst the number of opium smokers in the district of Newchwang is reported to be not above one-tenth of what it once was, following the repressive measures taken by the Chinese authorities, it is now stated that morphine-injection is becoming the latest craze of the neurotic Oriental. The British Consul at Newchwang, Mr. W. J. Cleland, says in his annual report:—"It would seem that there are establishments in the suburbs of this town and its outlying villages where devotees of this habit, mostly, to judge from my imperfect opportunities of observation, coolies of the wharfinger class, go every morning by hundreds to be injected with morphine, and that no real check exists upon this practice or on the sale of morphine and of instruments for injecting it."

HOME NEWS.

Interesting Items from the Latest Mails.

The first oil-pipe line in England is, it is reported, to be laid between Grimsby and Selby, in Yorkshire, a distance of 44 miles as the crow flies. The scheme is thought to be connected with the proposed naval base on the Humber and the new era of oil-driven warships. Selby being chosen as the depot for oil fuel, it is said, owing to its security from attack.

In connection with the above, it is interesting to note that the transport of oil by pipe-line had its origin in the oilfields of Pennsylvania, where the first pipe line was laid in 1865. It may be noted, too, that two years ago a petroleum Company obtained powers to erect a pier at Thames Haven to carry pipe-lines to convey oil to and from vessels discharging or loading at the pier.

Humber War Base.

A portion of the above, we read that Grimsby is about to assume a position of importance in the East Coast naval defence scheme. Just above the new docks at Immingham, moorings are to be laid for 20 destroyers and their attendant craft, and in due course the Fifth Destroyer Flotilla will take up its position. The Flotilla is to consist of twenty 950-ton, thirty-knot vessels of the 1911-12 programme, of which as yet only seven have been completed.

It is also believed to be the intention of the Admiralty to station a force of submarines in the Humber, while one of the largest oil-fuel depots is to be provided for the Navy. A new iron and steel corporation to be styled the Simpson and Ovatt British and Iron Steel Corporation. It will have a capital of £2,000,000. The first signatories are Messrs. Biggart, Lumsden and Company, of Glasgow, who are members of the Shipbuilding Employers' Federation; and the Company will carry on the manufacture of iron and steel in addition to shipbuilding, mining and the construction of railway plant.

London's Traffic Problem.

There are some most important recommendations contained in the report of the Select Committee appointed by the House of Commons to enquire into London traffic dangers. One of the principal features of the recommendations is the creation of a new traffic branch of the Board of Trade to be the chief traffic authority for London, and to combine the duties hitherto undertaken by the Home Office, the Board of Trade, and the Local Government Board. This authority would advise Parliament



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Soap

Afridol-
Soap
Prevents
and cures
Prickly Heat

stock: All his money went in this."

Prehistoric Grave.

A prehistoric grave, said to be over 4,000 years old, discovered at Burgh Lodge, Forres, Elgin, has recently been opened; but owing to the manner in which it was broken open the skull of the skeleton found inside in a fair state of preservation was smashed to pieces. The grave was discovered by Mr. C. M. Bruce, and it and its contents have been examined by Professor Reid, of the Chair of Anatomy at Aberdeen University, his assistant, Dr. Low, and Mr. W. Taylor, a well-known geologist.

In the opinion of the Professor, the remains are about 4,000 years old, and are those of a man about 5 ft. 4 in. in height. The grave was 37 in. long, 22 in. broad, and 23 in. deep, and was formed of large flat boulders. The legs of the skeleton were doubled up.

Insurance Against Twins.

Strange questions find their way to a newspaper office. This is borne out by the fact that recently a reader enquired of the Daily Mail whether it was possible to insure against twins. The query was promptly answered, the enquirer being furnished with the address of a Company undertaking such insurance at a premium of about four guineas per cent.

Big Steel Corporation.

We read that a company of well-known capitalists have just formed a new Iron and Steel Corporation to be styled the Simpson and Ovatt British and Iron Steel Corporation. It will have a capital of £2,000,000. The first signatories are Messrs. Biggart, Lumsden and Company, of Glasgow, who are members of the Shipbuilding Employers' Federation; and the Company will carry on the manufacture of iron and steel in addition to shipbuilding, mining and the construction of railway plant.

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No. 1 Gough Hill, No. 103 Peak.

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Furnished or Unfurnished, 5

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FOR SALE—"LADBROKE,"

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Hongkong, 27th June, 1913 [21]

TO LET—No. 149 "Magazine Gap," Peak, from the 1st October. Houses in "Torres

Buildings" Kimberley Road, Kowloon. Apply to: SPANISH DOMINICAN PROCURATION.

TO LET—Ranfurly, No. 11 Conduit Road.

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Apply to:

THE HONGKONG LAND INVESTMENT &

AGENCY Co., Ltd.

Hongkong, 9th June, 1913. [345]

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DENCE offered in house on higher level. One very large room with separate dressing room and closed in furnished veranda.

Bath room attached. Every convenience. Apply "PITVILLE,"

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Captains Exchange Ships.

In Mid-Ocean.

San Francisco, August 7.—

Capt. Thwing of the steamer

Stanley Dollar, which has just

left here for Astoria, and Capt.

M. O. Clements of the Grace

Dollar, en route from Bandon, exchanged commands at sea last

Monday, orders reaching them to

make this move as they were

passing each other in mid-ocean.

Other recommendations include:

All public motor vehicles to be brought under closer control; routes, time-tables, and numbers of public vehicles to be subject to county council regulations, confirmed by the new Department.

The licensing of motor-cabs and omnibuses to be transferred to the county and county borough councils, subject to a right of appeal to the new Board.

Special speed limits for

omnibuses and other heavy motor traffic to be imposed, where conditions are especially dangerous.

Closer control of traffic to be

exercised by the police; traffic

points to be fixed at a greater

number of crossings and more

street refuges to be provided.

Means to be taken to remove

the congestion caused by dead

ends of tramways, street markets,

and roadway obstructions.

Continued and extended

measures should be taken through

the schools to warn children and

parents as to street dangers.

Note:

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Czar on the Film.

Pais, August 20—The Russian

Minister of the Interior has finally

consented to allow picture

theatres to exhibit films depicting

members of the Imperial Family,

under restrictions suitable to

their dignity. Such films are not

to be shown to the accompaniment

of music. They are to be

marked in the programme as

special items, and, furthermore,

to emphasise their superior

character, the curtain is to be

lowered before and after the film

is displayed.

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The Second Sights daughter,

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The Woolies of Isobel Pettyfer,

By Marie C. Leighton.

Averno, By Bertram Mitford.

Margaret Dent, By Edna Rowlands.

The Crystal Stopper, By G. B. Burgin.

The Woolies of Isobel Pettyfer,

By Marie C. Leighton.

Averno, By Bertram Mitford.

Margaret Dent, By Edna Rowlands.

The Second Sights daughter,

By Maurice Leblanc.

The Woolies of Isobel Pettyfer,

By Marie C. Leighton.

Averno, By Bertram Mitford.

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The Second Sights daughter,

By Maurice Leblanc.

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The object of this paper is to publish correct information, to the service, truth and justice without fear or favour.

情義無違眞告事聞要訪探大正論旨音報本

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, SEPTEMBER 17, 1913.

THE "EXECUTION" OF CHAN KING WAH.

News reached us yesterday afternoon, too late for press, of the execution of Chan King-wah, Chief of Police in Canton. According to the Chinese papers, the charge against him was that of conspiring against the Government; but it is with the sentence, rather than with the alleged crime, that we have to do. When, some two years ago, China threw off her allegiance to the Manchus and proclaimed herself a free and enlightened republic, her excuse for so doing was that justice was not to be had, that corruption was rife throughout the country; that no man's life was safe, from one hour to another; that the reward of merit was, as often as not, death or degradation; and that the whole country and government system were a thousand years behind the times.

Well; China has had her Revolution, has driven out the Imperial Family, and has asked to be recognised as a civilised government by the European Powers. The barbarity, the injustice and corruption, the flagrant instances of tyranny of the past couple of years are all of them too fresh in the minds of our readers to call for recapitulation; while the disgraceful episodes of the recent Kwangtung rebellion are only affairs of yesterday. It is but a few days ago since the Tutub of Kwangtung recited very highly, to the Central Government, in favour of Mr. Chan; pointing out that, during one of the most troublous times through which the Province had ever passed, the Chief of Police had succeeded in maintaining something more than a semblance of order in a city that was given over to conspiracy and panic. That—with the exception of a couple of days looting—remarkable order was kept during the month of trouble, we have the evidence of our own eyes; indeed there was less riot, less crime in that city of nearly three million inhabitants—thousands of whom can only be described as semi-savages—than there would have been in many a European town under circumstances that amounted practically to anarchy. And the reward for all this was a dog's death.

One has to be better versed in Chinese politics than any Britisher can hope to be before one can do more than speculate as to the justice of the charges laid against any particular individual in China; for in this enlightened and eminently justice-loving republic—as in Rome under the Empire, or in England under the Tudors—it is quite sufficient for the existence of such a man to be inconvenient to any person who can afford to pay to have him put out of the way, for that unfortunate to be found guilty of all manner of crimes against the State. Yuan Shih-kai may—for aught we know to the contrary—have been in possession of such evidence as would seem to justify the laying of a definite charge of treason against Mr. Chan; but no evidence on earth can be strong enough to excuse the shooting of a political offender at a moment's notice, in a country that professes to be guided by civilised law. If Chan King-wah conspired against the Government, why was he not brought to trial? Even had he been proved guilty, death was not the punishment for a man who had, according to his enemies' own admission, rendered great services to his province and his country.

Execution is too high-flown a word to apply to a case like this. Promiscuous shooting is for mad dogs or, if need be, for dangerous rioters, but not for men who may—or may not—have plotted against the Government. How can China hope to have peace or order while such outrages are allowed to take place? Naturally, each man holding an important position is bound to be asking himself: "Shall I be the next for execution?" The shooting of Chan King-wah, judged by Manchu traditions, may have been defensible; but China calls herself civilised, and, according to civilised codes, he was not executed—but murdered. Meanwhile men guilty of far greater crimes than it is possible for those who knew him, to associate with one so good-hearted, so indisputably courageous and fair-minded, are holding high and honoured positions in this worthy republic. It is by actions such as this that China is steadily losing the respect, and alienating the sympathy, of all civilised governments; and we would almost venture to prophesy that it will require but few more such manifestations of her sense of justice, to convince the Powers that she is not fit to govern herself, and to persuade them to act accordingly.

The facts of the case are: On Monday night Chan King-wah was invited to dine at the Yamen, which invitation unfortunately for him he accepted; unfortunately, for he left the dinner only to die at four on Tuesday morning, by the new method of execution in China—i.e. he was shot. Why this hole-and-corner business? Something wrong somewhere; some reason why this particularly valuable man should be thus done away with! President Yuan Shih-kai telegraphed, it is said, the order: yes, it read "if he is guilty" but was he? That he was "in the way," seems clear. In whose way? Be patient, wait, watch, and the answer will sooner or later be made manifest. He was "in the way," a danger to some; such men always are. If China's band of Statesmen were made up of such men as we believe Mr. Chan King-wah to have been, China would not to-day be in the state of chaos in which she now revels; and, unless she improves, in which she will revel for years to come. We at first refused to accept the news as authentic but it is true, too true, more's the pity.

Chan King-wah.
The news of the shooting of Mr. Chan will have come as a great blow to his many friends, both European and Chinese, in Hongkong. He was well known in business circles here and very popular among the commercial men of the Colony. Since his appointment, after the Revolution, to the post of Chief of Police in Canton, he had rendered much valuable service to the Colonial Government in tracing criminals who had fled from here; and, from first to last, he worked on unfailingly good terms with the British police officials, who, in turn, reciprocated his services with great benefit to Canton. In disposition he was the essence of gentility and courtesy, always ready to go out of his way to do a kindness; in short, an open-hearted, hospitable and truly gentleman; and from what the present writer has seen of his courage and his contempt for danger, it is safe to say that he went to his death like a man. We should have thought that China had not so many of his sort that she could afford to get rid of him just now.

An Annoying Experience.
We were witness, two nights ago, of an experience, half annoying, half amusing, which befell a European. When he left his office he was not a little astonished to be challenged by a rickshaw coolie with having bilked him. The coolie, with an Indian constable and an Indian sergeant as interpreters, gave a most circumstantial account of when and where he was hired, and of what happened after. As it chanced, the European had two friends with him who were able to prove that he could not possibly have engaged the man at the time and place stated. No doubt the coolie had been left unpaid, but he had made a mistake in his man. But a car-load of witnesses could not shake the opinion of that Indian sergeant who was quite needlessly offensive in his manner. The upshot was that the European was put to the trouble of going to the Police Station and of spending more in court fees than the sum the coolie demanded. Of course the matter ended with an explanation, as it would have done earlier if Indian sergeants were taught to exercise their brains rather than their tongues, and to address white men civilly and with respect.

FELL FROM A FERRY.

No Notice Taken of the Occurrence.
Yesterday, at tiffin time, a Chinese fell from a crowded ferry, evidently bound for Kowloon City, into the water. Not the slightest notice was taken of the misadventure by those on board the boat, and the craft kept straight on her way. Fortunately a Hongkong and Whampoa Dock launch was near by and was able to save the man, who would otherwise have met his death.

SUEZ CANAL DEPTH.
Maximum Draught of Vessels Increased.
Following is an extract of Notices to Mariners from Board of Trade, London, dated August 1.—Suez Canal. From January 1, 1914, the maximum draught of vessels passing through the Suez Canal is to be increased to 20 feet. The Note on the depths of the Canal on Chart No. 233 has been altered to read:—"The least depth throughout the Canal exceeds 31 feet. Vessels of 28 feet draught are allowed to pass through; this will be increased to 29 feet 0 inch in January 1914."

Brief Outbreak at Changsha.
Peking, Sept. 10.—Consular telegram from Changsha states that a portion of the troops there revolted outside the West Gate on September 7. The gates were all closed and the revolt subsequently suppressed, after which quiet prevailed. It is understood that Li-chuan, ex-leader of Kiangxi and rebel leader in that province, recently visited Changsha.

Mr. Redmond's Prophecy.
Mr. Redmond, when writing from the India members at the close of the Session, asked them to tell their constituents that Home Rule, and the consent of the King, would be the law of the land by June 7 next.

DAY BY DAY.

"The grasp in a house always decreases as the library increases"—O. Wadsworth.

The Mail.
Siberian Mail.—Due per s.s. Chusan to-day.

German Mail.—Due per s.s. Gneisenau at 7 p.m. to-day.

Siberian Mail.—Closes per s.s. Gneisenau at 5 p.m. to-day.

Canadian and American Mails.—Despatched per s.s. Panama Maru at 1 p.m. to-day.

Canadian and Siberian Mails.—Due per s.s. Empress of India to-morrow.

German Mail.—Closes per s.s. Luetzow at 9 a.m. to-morrow.

Mr. Wood's Return.

Mr. J. R. Wind, who returns to-day will take up the post of second magistrate.

For Consignees.

Consignees of cargo by the s.s. Indra are reminded that goods not cleared by to-morrow will be subject to rent.

Clotting Stolen.

Mr. Killingsworth's Magazine Gap Road reports that some person entered his place and stole clothing valued at \$184.

Watch Stolen.

Mr. T. Gibbons, of 6, Rose Terrace, Kowloon, reports that some one has stolen from his bedroom a silver watch and chain valued \$30.

Knocked down by Tramcar.

A coolie has been sent to the hospital suffering from injuries received when accidentally knocked down by tramcar 32, on Praya East, yesterday.

Theft of Cigarette Case.

Major Dickinson, D.C.L.I., has reported to the police that whilst leaving the circus last night he lost from his pocket a silver cigarette case valued \$30.

British M.P. Arrives.

Mr. Alan Burgoine, M.P., and Mrs. Burgoine, arrived at the St. Albans to-day. Mr. and Mrs. Burgoine are paying a visit to the East. Mr. Burgoine is member for North Kensington.

Watch Stolen.

Mrs. Harston, 64, the Peak, reports that about the end of August some person stole from the counter of Messrs. Clarke and Company a silver wrist watch valued \$3 which belonged to her.

Wrist Watch Stolen.

Captain Bromley, R.G.A., of Knutsford Terrace, Kowloon, has reported to the police that about August some person stole from his desk in his sitting room, a gold wrist watch valued £14.

Mr. Orme Leaven.

Mr. Geoffrey Norman Orme is leaving for home on twelve months leave, by the German Mail travelling via Siberia. Mr. Orme was last home three years ago when he had three months' vacation leave.

Convent Sale of Work.

The Rev. the Superioress of the Italian Convent in Caioe Road informs us that a sale of work will shortly be held at the Convent, the proceeds of which will go towards the maintenance of the orphans in the home.

Harbour Collision.

Yesterday morning the Blue funnel launch Atlanta collided with the ferry launch Hoing and received severe damage. The Atlanta was taking up water badly and she ran alongside a wharf of Holt's godowns where she sank, only her funnel and bridge showing above the water.

Fillin's Circus.

There was a fair attendance at Fillin's Circus last night when an excellent programme was gone through in presence of H. E. Mr. Claude Severe, H.E. General Kelly and a party from Government House. All the acts were of a decidedly pleasing nature, especially the tricks of the contortionist Ajax, the riding of Madame Rose, Fillin and Miss Jolly Coleman and the remarkable performance of the celebrated Yegawa troupe.

Mr. Redmond's Prophecy.

Mr. Redmond, when writing from the India members at the close of the Session, asked them to tell their constituents that Home Rule, and the consent of the King, would be the law of the land by June 7 next.

INTER-PORT SWIMMING.

Some Criticisms and Suggestions.

[SPECIAL ARTICLE]

New inter-port swimming contest is over for another year, one or two points of interest in connection with those annual contests may be discussed.

It will be noticed that the results scored in the swimming events at Shanghai recently were not the same as held good when Shanghai visited Hongkong last year. Then the winner secured three points and the second man one.

At Shanghai the winner got three points and the second man one. At Hongkong the winner got three points and the second man two.

In the half-mile the third man also got one point. Examination of the points scored will show that Hongkong was favoured by this arrangement; that is to say, the visiting team scored more points under the new system of scoring than it would have done under that of a year ago.

It has nothing to grumble about on that head.

It is good, however, that an alteration in the system of scoring points should be effected without the knowledge of the visiting team?

Unless we are seriously misinformed, the Hongkong team were not aware of the change until it arrived in Shanghai. All it could then do was to adapt it with the best grace in the world.

The point may not seem of material importance; but it is very important that these international contests should not be conducted on haphazard lines. If they are to be of any real value, they should be properly controlled and conducted.

We shall return to that point in a moment. Meantime there are other matters affecting these contests which appear to us to deserve attention.

For instance, why seven points for water polo? We have asked several swimmers in the Colony, and they do not really know, they tell us. Seven points have always been given to the winning team. But that is no answer at all. The sanction of years does not make right that which is obviously wrong.

In a half-mile race, say, the second man may be beaten out of sight; yet he gets two points, while the winner is awarded only three. In a water polo match, two teams may be very evenly matched; and a lucky goal may give seven points to one team while the other, which is every whit as good, gets nothing. That is exactly what happened at Shanghai. A goal scored in the last minute of the polo match won the match, seven points, and the inter-port contest. The swimmer who was not the team which won the race did not get a single point.

It is a swimming contest; and we question seriously whether water polo should be included in such a contest.

But that aside, if the figures for the event at Shanghai are examined, it will be found that the team which won the water polo should be included in such a contest. But that aside, if the figures for the event at Shanghai are examined, it will be found that the team which won the water polo should be included in such a contest.

That last-minute goal, and these seven points, did it. Two, or at most, three points are ample for a water polo match. It is not good that a team which is well behind at the conclusion of the really testing events should fluke through on the last event.

It matters nothing whether that team is Hongkong or Shanghai; the principle is the thing. As matters stand, there is every temptation for a team, half a dozen points behind, to make a desperate effort to pull the match out of the fire, and to descend to shady tactics in order to secure this result. That temptation should be removed.

All this, then, points to one conclusion. An inter-port swimming association should be formed, to meet once a year at the conclusion of each inter-port contest. The programme of events for the next contest should be discussed and arranged, and any alterations made that are necessary. This would ensure that the swimmers in each port would know exactly what they had to face in the next contest. They would not be in the dark as to what points were, and what rules were to be allocated to each event. Yet again, some arrangement might

be made whereby each team had the same number of men. As matters stand, the visiting team comes with a limited number of men—ten or a dozen—and the home team has an unlimited number of swimmers from which to draw.

That cuts both ways, to be sure.

If Shanghai has the advantage one year, Hongkong has it the next. But even that is not quite satisfactory. It would be much better if the teams started on level terms in the matter of numbers.

Best of all, an association such as we have suggested would most probably do much to incite interest in swimming in the Far East, and that alone is a result worth

scoring.

hero, asked him, the speaker to show him some of the shipbuilding yards. He supposed the visitor expected to see something pictorial, but when he had been shown everything he remarked: "Why you can build ships out here as well as we can at home." He, Mr. Dodwell, told him that not only could they build them well, but, owing to the absence of labour troubles, they could build them more profitably and give quicker delivery than at home. They put some good work into the Tai Shan and he felt that the result would give a double satisfaction—to themselves and the Steamboat Company. He was not going to extol the Tai Shan's virtues or they would patronise her to the detriment of other vessels belonging to the Company, but he felt that she was bound to become popular. He relied on them all to help the Steamboat Company to make her popular so that they would order another vessel from them. Mrs. Holycak had launched the vessel on its career and he was sure they all felt admiration for the excellent way in which she had performed her duties. In fact, the adept way in which she handled the hammer made him suspect her of militant tendencies. (Laughter)

A Fine Reputation.

Mr. Lieb, on behalf of himself and his co-directors wished to thank those present for their kind attendance at the launching of the Tai Shan which has been built for the Hongkong, Canton and Macao Steamboat Company. The launch was performed by Mrs. P. H. Holycak and among those present were His Excellency the Officer Administering the Government, the Hon. Mr. Claude Severe, H.E. Major General Kelly, Mr. H. P. White, Consul and Mrs. Lewis, the Hon. Mr. W. C. Chatman, Lady Ross, Davies, Mr. D. W. Craddock, Mr. H. Shelton Hooper, Mr. and Mrs. W. Armstrong, Mr. and Mrs. F. B. B. Hayley, Mr. E. H. Sharp K.C. and Mrs. Sharp, Mr. and Mrs. J. W. O. Bonnar, Commander Basil Taylor, Commodore Austruher, Mr. H. W. Bird, Mr. G. Friesland, Mr. Kusamoto, N.Y.K., Mr. Lowder, Mr. Gale, Mr. O. A. Tomes and Miss Tomes, Mr. W. Bailey, Major Dickinson, Mr. S. H. Dodwell, Mr. Steavenson, Captain Clarke and many others.

The Launching.

Naturally, anything in the nature of a launching is a gala day for Chinese employees and a large crowd of them were present to view the proceedings. The Europeans were accommodated on a platform, at the bow of the boat, from which the launching took place. Here was placed a small bench to which was led the cord governing the movement of the vessel, and a chisel and a hammer.

Without any preliminary speech-making Mrs. Holycak severed the cord with one blow from the hammer on the chisel and the vessel, after moving slowly for a little while, took the water in fine style amid the cheers of the crowd and salvos of fire crackers. As the vessel moved on the slipway she was obstructed by breaking a bottle of champagne decorated with red and white ribbons, against the side of the boat. The whole affair passed off without a hitch and the dock company are to be congratulated on having added another successful launch to their already long record.

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A CANTON TRAGEDY.

The Shooting of the Chief of Police.

Widespread consternation is felt in the Colony at the news that Mr. Chan King-wah, the popular Chief of Police in Canton, has been shot at the Governor General's yamen by order, it is said, of President Yuan. The story was circulated by a Chinese express late yesterday afternoon, and was at first received with considerable doubt. Later advices, however, confirm it, though even those best informed are still hazy as to the circumstances, and the exact time at which the event took place.

There seems no doubt but that Mr. Chan, who only arrived in Canton from Hongkong on Monday morning, was invited by Tuhu Lang Chai-kwong, later in the day, to dine at the Chinese papers. The Tuhu dared not issue a warrant for Mr. Chan's arrest, for he was received at the idea of bringing the armed police about him, so long as Chan was alive; all of these were devoted to their chief. He therefore got him into the yamen under the presence of hospitality. By some means or other his detention leaked out, but too late to save him. The British Consul-General would undoubtedly have interceded for him had the news reached him in time. I hope this may not cause another rebellion, but, should it do, Lung Chai-kwong and the President will only have themselves to blame for listening to Chan King-wah's detractors.

The charges against Mr. Chan King-wah seem to have been of a varied character, if we are to judge by a statement made to the Telegraph by a local Chinese who is an avowed partisan of Lung Chai-kwong. This gentleman admits that the Chief of Police was entered to the yamen, and says that, arrived there, he was faced with a telegram from Yuan Shih-k'ai ordering that he should be "suitably punished" on account of certain charges that had been laid against him. There charges were: that he had conspired with others to send arms and money into Kiangsi Province at the beginning of the second Revolution; that he was a prominent member of the Kuomintang; that he had backed up Chan Kwing-ming in his declaration of independence and had gone the length of forcing people to hoist the rebel flag in favour of Chan Kwing-ming and of ordering crackers to be fired when independence was declared, and that without his aid Chan Kwing-ming could not have rebelled. It was further laid against Mr. Chan that he was friendly and hospitable to agitators coming and going between Hongkong and Canton; that he had tried to persuade the people to elect him Tuhu; that, during the looting, he did not send men out to protect the citizens and their property, and that, only a few days previous to his arrest, he had declared that, as long as he remained Chief of Police, he would do as he liked and would submit to no man's dictating. Minor accusations were that he had been high-handed throughout, and had not been at the trouble of keeping the Central Government informed as to the doings in Canton.

Manifestly many of these charges are more childish nonsense, trumped up to serve the turn of the dead man's enemies. Weeks ago, when Mr. Chan was first accused by a local paper of casting his eyes up to the Tuhu-ship, the Telegraph pointed out, from information gathered in official circles at Canton, that there was no truth in the charge. The story as to the rebel flag would appear equally idle, for our informant was unable to describe Chan Kwing-ming's flag to show that such ever existed. Certainly, during our special correspondent's stay in Canton he saw no flag hoisted except the five bars, until after General Lung's arrival.

That he was a member of the Kuomintang party he never sought to disguise, and indeed the only charge which one could regard as serious—add of that a good deal of proof would have to be forthcoming before any civilised government would pay much attention to it—is that he was connected with Chan Chung-pun in sending arms and money into Kiangsi Province some months ago, though all that is known in

that direction is that Chan Chung-pun himself is generally supposed to have had a hand in the matter and that Mr. Chan was a personal friend of his.

How the information as to Mr. Chan's alleged misdeeds was conveyed to President Yuan it would be interesting to discover. One Chinese informant explained the President's knowledge of the facts by saying that the latter had his agents in Canton.

Asked as to how General Lung

could report so favourably of the

Chief of Police such a short time

ago, he opined that Lung Chai-

kwong "had only found him out lately."

Great indignation is felt among

the leading Chinese of the Colony,

as well as among many of the

Europeans, at the news of Chan

King-wah's death. One Chinese

gentleman said:

"The execution took place at 4

a.m., not p.m. as reported in the

Chinese papers. The Tuhu dared

not issue a warrant for Mr. Chan's

arrest, for he was received at the

idea of bringing the armed

police about him, so long

as Chan was alive; all of these

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and the President will only have

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to Chan King-wah's detractors."

MOTOR-SHIP GUTTED.

The motor-ship Scout, of Glasgow, was totally destroyed by fire on the morning of August 19 near Kinlochleven. The fire started in the engine room, and is supposed to have been caused by overheating. The fuel used was paraffin oil, and nothing could save the vessel. There were about 100 passengers on board, mostly workmen from Ballachulish employed at Kinlochleven, and within 20 minutes all were safely landed in the ship's boat at Moiden Island. The Scout was built in 1907.

ADMIRALTY ARCH.

Mr. Peanut Goldney's statement to a Parliamentary Committee that the Admiralty building is the result of a mistaken choice of plane has a parallel in previous official handling of architectural designs. Mr. Peanut Goldney stated that when the Admiralty buildings were projected the wrong designs were accidentally shown to a member of the Government, who, in turn, showed them to certain members of the Royal Family. When the Minister discovered the mistake he felt it would be impossible to go back upon what had been done, and consequently the wrong building was constructed.

The previous instance of a similar mistake concerns the barracks for the King's Guard at Ballater, near Balmoral Castle. When, during Queen Victoria's reign, it was decided to put the barracks there, designs were submitted to the War Office. The department concluded, was at the same time considering a set of plans for cantonments for troops in one of the Indian towns. The two sets of plans were confused, so the narrative repeated at Ballater was, and the Indian ones went to Deodars and the others to India. At any rate the Ballater barracks are a series of bungalow-like structures built with the hopeless unassimilable and unsuitable solidity of the native granite.

We have even heard it stated

that Murray Barracks did the

same thing in Bengal,

though all that is known in

the case is that he was con-

nected with Chan Chung-pun in

sending arms and money into

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Shipping

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ROYAL MAIL.

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From Hongkong	From Quebec
Empress of India	24th Sept.
Empress of Asia	8th Oct.
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The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA," are new quadruple screw, 20 knot, turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

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PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE." Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA" 5,200 tons, Capt. Sullivan, will be despatched for YOKOHAMA KOBE and MOJI on 21st Sept.

S.S. "JAPAN" 6,013 tons, Capt. Seddon, will be despatched to SHANGHAI, KOBE and MOJI on 25th Sept.

WESTWARD.

S.S. "G. APCAR" 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 17th Sept.

S.S. "DILWARA" 5,378 tons, Capt. Ramage, will be despatched as above on 23rd Sept.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, Sept. 15th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. — CANTON TO HONGKONG. WEDNESDAY, 17th SEPTEMBER.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

THURSDAY, 18th SEPTEMBER.

8.00 a.m. "HONAM." 6.00 a.m. "HEUNGSHAN."

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." Tons 1651. S.S. "SUI AN." Tons 1651. HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 21st September.

The Company's Steamship, "HEUNGSHAN,"

will depart from the Company's Canton Steamers' Wharf at 9 a.m. and return from Macao at 4 p.m.

N.B.—There will be no sailings on Sunday from Macao at 7.30 a.m. and from Hongkong at 12.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri. at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Sat. at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINT LINN" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTON" and "SANJU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

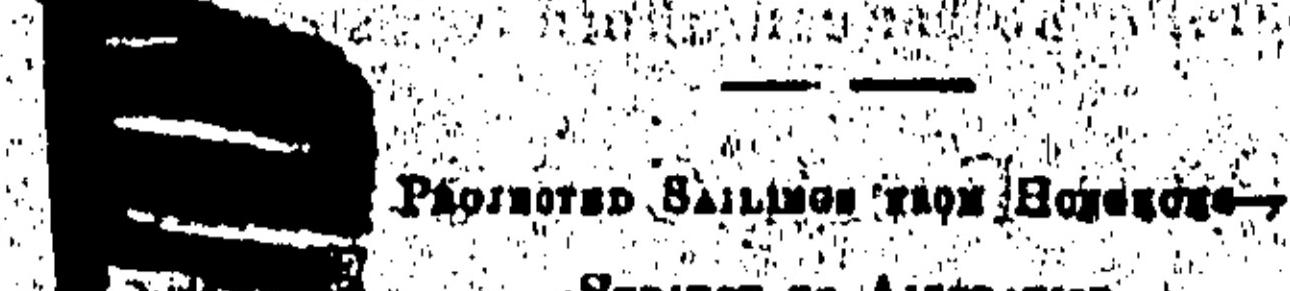
(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.



Proposed Sailings from Hongkong

Subject to Alteration

Destination

Steamers

Sailing Date

MARSEILLE, LONDON & ANTWERP, via SINGAPORE; Penang, Colombo, Suez, and Port Said.

IYO MARU [WEDNESDAY, 24th Sept.] T. 12,500 Sept. at daylight.

HIRANO MARU [WEDNESDAY, 30th Sept.] T. 16,000 Oct. at daylight.

VICTORIA, B.C., and SEATTLE, via Keelung, Shanghai, Moji, Kobe, Yokosuka, Shimizu and Yokohama.

SADO MARU [TUESDAY, 23rd Sept.] T. 12,500 Sept. at p.m.

YOKOHAMA MARU [TUESDAY, 7th Oct.] T. 12,500 Oct. at noon.

KUMANO MARU [WEDNESDAY, 24th Sept.] T. 9,300 Sept. at noon.

INABA MARU [WEDNESDAY, 22nd Sept. at noon] T. 12,500

CALCUTTA, via S'pore, Penang and Rangoon.

CEYLON MARU [MONDAY, 22nd Sept.] T. 12,000 Sept. at 11 a.m.

BOMBAY via SINGAPORE and Colombo. KAMAKURA MARU [THURSDAY, 18th Sept.] T. 12,500 Sept. at 11 a.m.

KOBE & Yokohama [THURSDAY, 25th Sept.] T. 16,000 Sept. at 11 a.m.

NAGASAKI, Kobe and Yokohama [TUESDAY, 23rd Sept.] T. 12,500 Sept. 5 p.m.

SHANGHAI, Kobe and Yokohama [SATURDAY, 27th Sept.] T. 12,000 September.

KANAGAWA MARU [MONDAY, 28th Sept.] T. 12,500 Sept. Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

YOKOHAMA K O B E M O J I N A G A S A K I

Return.	Return.	Return.	Return.
1st class ... \$135	\$122	\$108	\$95
2nd class ... \$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI "ANHUI" 18th Sept. at 4 p.m.

SHANGHAI "KALGAN" 20th Sept. at midnight.

MANILA, CEBU & ILOI. "CHINHUA" 23rd Sept. at 4 p.m.

WEIHAIWEI & T'SIN "HUICHOW" 25th Sept., at noon.

SHANGHAI "LUCHOW" 25th Sept. at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & TAIYUAN 24th Sept. at 3 p.m.

Australian ports

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANU"

MANILA LINE—Twin Screw Steamers "Chinhuia" & "Taming" & "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE—The Twin Screw steamers "Anhui," "Chenai," "Linai" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE

Telephone No. 38 Hongkong 16th Sept. 1913.

Agents

5

DOUGLAS STEAMSHIP CO., LTD.

Shipping

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship. T. Captains. For. Sailing date.

RUBI 4000 F. S. McMurray (Manila Maquinaria, Cebu and Illoilo. SATURDAY, 24th Sept. 4 p.m.)

ZAFIRO 4000 J. Miller (Manila Maquinaria, Cebu and Illoilo. 4 p.m.)

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN LOMES & CO. GENERAL MANAGERS

Hongkong, 13 Sept. 1913.

LOG BOOK

Silk Delivered.

The cargo of raw silk shipped on board the s.s. Am. zone, which left this port on the 11th August, was delivered at Lyon

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)
For Steamship "Wingsang". On
SHANGHAI WINGSANG Thurs., 18th Sept., at 4 p.m.
SANDAKAN MAUSANG Thurs., 18th Sept., at noon.
SHANGHAI KWONGSAN Fri., 19th Sept., at noon.
MANILA YUENSANG Sat., 20th Sept., at 2 p.m.
SHAI, Kobe & Moji MANSANG Fri., 26th Sept., at noon.
MANILA LOONSANG Sat., 27th Sept., at 2 p.m.
SPORE, Pang & South FOOKSANG Tues., 30th Sept., at 3 p.m.
WEEKLY TOURS TO JAPAN (occupying 24 days) 11

The steamer "Kutsang," "Namshing" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobb (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumang," "Lova," "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

For Freight or Passage, apply to

JARDINE, MATH SON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing

LONDON & ANTWERP. RADNORSHIRE 12th October.

LONDON & ANTWERP. VESTALIA 18th October.

LONDON & ANTWERP. DEN OF RUTHVEN 26th October.

New Trans-Pacific "Shire" & "Glen" Joint Service.

V'TORIA VVER. STLE. DEN OF GLAMIS 3rd September.

TACOMA & PLAND. TACOMA 16th November.

V'TORIA VVER. STLE. MONMOUTHSHIRE 4th December.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9 Agents.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

The S.S. "FULTALA," 4154 tons gross, Capt. Chidley, will be despatched for YOKOHAMA, KOBE & MOJI on the 29th September at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9 Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6" DRAUGHT

Pumps empty Dock-in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MAKING MOTORS 7-1/2 to 150 B.H.P.

An supplied to the British Admiralty & War Office, and

Government Departments, and other Public Authorities.

Chief Office: LUDGATE CIRCUS, LONDON, E.C.

11 a.m. and 12 noon at the Town Office, 170, 19th

Monckton Manager, Mr. J. P. RICHARDSON.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN AGENTS.

Telephone Address—"TAIKOO DOCK."

TELEPHONE No. 2154. 11 a.m. to 12 noon.

Office 0091. Telegraphic Address—"TAIKOOGOADS."

Telephone No. 2154. 11 a.m. to 12 noon.

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Office 0091. Telegraphic Address—"TAIKOOGADS."

Telephone No. 2154. 11 a.m. to 12 noon.

HOTEL LISTS.

Hongkong Hotel.
Aaron, J. M.
Andrews, J. W. D.
Asay, Mrs. E. V.
Ahl, F. E.
Barberis, E. T.
Bate, E. R.
Bates, H. B.
Becker, Mrs. P. W.
Beusenra, M.
Campbell, C.
Connell, J. T.
Castro, Mr. &
Mrs. F. X. D'A.
Castro, Miss D'
Castro, Master
D'Ve.
Cambridge, A. J.
Chapple, J. T.
Claxton, Mr. A.
Clement, D. A.
Clegg, F. W.
Colman, Miss.
Diamond, Miss J.
Davis, C. H.
Derrieno, Mr. &
Mrs. & children.
Dewar, J.
Douglas, Mr. &
Mrs. R. H.
Ehrenfeld, Mr. &
Mrs. H. E.
Elliott, T. H.
Fitzherbert, Mr. &
Mrs. N.
Grimshaw, R. J.
Gallotti, H.
Garo, Mr. and Mrs.
I. H.
Gillespie, Dr. J. G.
Gordon, A. G.
Gouliou, V.
Gourgey, I.
Grimshaw, R. J.
Grisogono, F. O. Von.
Hall, F.
Haunau, Dr. J. G.
Hawthorn, Mr. &
Mrs. W. A.
Harold, W. T.
Hewitt, Hon. Mr. E.
A. C. M. G.
Hartmann, Dr.
Hawkins, Capt. H. J.
Humphrey, Mr. &
Mrs. E. D.
Humphrey, S. E.
Helm, Mr. & Mrs. F.
Walker, Capt. &
Mrs. H. A.

King Edward Hotel.
Almond, Mrs. R.
Cargill, F. J.
Carto, C.
Chee, T.
Connell, R.
Connell, H. E.
Dobbie Mr. & Mrs.
Donaldson, W. A.
Finchett, Mrs.
Gernoch, Mr. & Mrs.
W. W.
Grimble, G.
Harris, J. B.
Heinemann, Mr. &
Mrs. W.
Hingle, E. J.
Jensen, D.
Kraft, Mr. & Mrs. W.
Larsson, Mr. & Mrs.
Lemire Mr. & Mrs.
Lennox, J.
Logan, W.

Grand Hotel.
Allen, Mr. & Mrs.
Bindon, Capt.
Christie, Mr. & Mrs.
Cook, Mr.
Crew, Mr. and Miss
A. B.
Ferrell,
French, C.
Hansen
Hoogween
Keyt, Dr.

Craigieburn.

Caldwell, Mr.
Caldwell, Mrs.
Carpenter, Mr. &
McCalig. J.
Mrs. Kydd, Mr. and Mrs.
Kydd, V. M.
Guernier, Mrs.
Meurer, Mrs.

Consignees.

TOY KISEN KAISHA.
SHINYO MARU.
From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS,
and SHANGAI.

The above named steamer having
arrived, Consignees of cargo are hereby
notified to send in their Bills of Lading
for countersignature, and to take im-
mediate delivery of cargo from alongside.

Cargo remaining undelivered on
Monday, Sept 16th, at noon will be
landed at Consignees' risk and expense
and delivery must then be taken from
the Company's Godown.

No fire insurance whatever will be
effected.

No claims will be recognised after
the goods have left the steamer or
Godown, and all goods remaining on
delivery on September 22nd, will be
subject to rent and loading charges.

All chafed and otherwise damaged
cargo to be left on board or Godown
and examination of same to be held on
September, 26th, at 10 a.m.

All claims must be filed on or before
September 29th, otherwise they will not
be recognised.

S. MOTIMOTO
Agent
Hongkong 12th September, 1913.

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.
S. S. KOREA,
From SAN FRANCISCO,
JAPAN PORTS AND
MANILA.

The above mentioned vessel
having arrived consignees of
cargo are hereby notified to send
in their bills of lading for
countersignature and take immediate
delivery of cargo from alongside.
Cargo impeding discharge will be landed
immediately at consignees' risk and expense.

Cargo remaining undelivered
MONDAY September 22nd 1913
at noon in addition to landing
charges will be subject to storage
charges.

No fire insurance whatever
will be effected.

All chafed and otherwise
damaged cargo will be examined
at the above company's godown
SATURDAY September 20th
1913 at 10 a.m.

No claims will be entertained
unless accompanied by short
delivery note or list of exceptions
taken at the time of delivery to
consignees, and signed for and on
behalf of the Pacific Mail S.S.
Co.

All claims must be filed on or
before October 14th, 1913 otherwise
they will not be recognised.

R. C. MORTON.

Agent
Hongkong, 15th September, 1913.

Consignee

From PORTLAND, Or. and
PUGET SOUND Ports.

THE H.A.L. Steamship.
"C. FERD. LAEISZ."

Captain Geissel, having arrived,
consignees are hereby notified to
send their Bills of Lading, for
countersignature, and take im-
mediate delivery of cargo from
alongside.

Cargo remaining undelivered
on 18th inst, at Noon will be
landed at Consignees' risk and
expense and delivery must then
be taken from the Hongkong &
Kowloon Wharf & Godown Co.'s
Godowns.

Cargo remaining undelivered
on 24th inst, at Noon, will, in ad-
dition to landing charges, be sub-
ject to storage charges.

No Fire Insurance whatever
will be effected.

All chafed and otherwise dam-
aged cargo to be left on board or
in the Godown; the examination
of same to be held on 23rd inst
at 9.30 a.m.

Claims must be accompanied
by short delivery notes or list of
exceptions taken at the time of
delivery to Consignees and signed
for and on behalf of the H.A.L.

All claims must be filed on or
before the 30th inst, otherwise
they will not be recognised.

HAMBURG-AMERICA LINIE.

Hongkong Office.

Hongkong, 15th Sept., 1913.

Consignee

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"

having arrived, Consignees of
cargo are hereby informed that
their Goods, with the exception
of Opium, Treasure and Valu-
ables, are being landed and stored
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong & Kowloon
Wharf and Godown Compny
Limited, Kowloon, and west
Point Godowns, whence delivery
may be obtained.

Optional cargo will be for-
warded on unless intimation is
received from the Consignee
before noon to-day requesting it
to be landed here.

No claims will be admitted
after the Goods have left the
Godowns, and all goods remaining
undelivered after the 23rd of Septem-
ber, will be subject to rent.

No fire insurance will be
effected.

Bills of Lading will be counter-
signed by the undersigned.

NORDDEUTSCHER LLOYD,
MELOHES & CO.

General Agents.

Hongkong, 15th September, 1913.

Consignee

TOY KISEN KAISHA.

SHINYO MARU.
From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS,
and SHANGAI.

The above named steamer having
arrived, Consignees of cargo are hereby
notified to send in their Bills of Lading
for countersignature, and to take im-
mediate delivery of cargo from alongside.

Cargo remaining undelivered on
Monday, Sept 16th, at noon will be
landed at Consignees' risk and expense
and delivery must then be taken from
the Company's Godown.

No fire insurance whatever will be
effected.

No claims will be recognised after
the goods have left the steamer or
Godown, and all goods remaining on
delivery on September 22nd, will be
subject to rent and loading charges.

All chafed and otherwise damaged
cargo to be left on board or Godown
and examination of same to be held on
September 26th, at 10 a.m.

All claims must be filed on or before
September 29th, otherwise they will not
be recognised.

S. MOTIMOTO

Agent

Hongkong 12th September, 1913.



Signing their Declaration of Confidence in

SANATOGEN
The Tonic Food

Thousands of famous men and women of
various occupations in the strenuous life of
the modern world—and 10,000 practising
physicians—have publicly testified, over
their signatures, to the great value of Sanatogen—the
scientific health food with true
tonic properties. Their confidence, which is
the result of knowledge and experience,
should inspire you with confidence in
Sanatogen!

Sir GILBERT PARKER, M.R.C.
Author and Traveller, states:—

"I have used Sanatogen with extraordinary
benefit. It is to my mind a true food tonic,
feeding the nerves, increasing the energy, and
giving fresh vigour to the overworked body
and mind."

Gilbert Parker

THE ARCHBISHOP OF BOMBAY
writes:—

"I use Sanatogen every now and then under
my doctor's advice, and always derive great
benefit from it."

Norman Jurgens

Mr. ARNOLD BENNETT, the dis-
tinguished Writer, states:—

"The tonic effect of Sanatogen on me is
simply wonderful."

Arnold Bennett

Mr. HALL CAINE, the Author and
Dramatist, says:—

"My experience of Sanatogen has been that
as a tonic nerve food it has on more than one
occasion done me good."

Hall Caine

Write for Free Book.

Buy a bottle of Sanatogen to-day—it is sold by
all Chemists. And write for a Free Copy of "The
Art of Living," by Dr. Andrew Wilson, the well-
known Medical Author. This interesting book
tells you all about Sanatogen, and also contains
a great deal of valuable advice on health topics.
Write at once, mentioning this paper, to the
Manufacturers of Sanatogen, Messrs. A. Wulff
and Co., 6, Kilkang Road, Shanghai.

Notices

M. Y. SAN & CO.

CONFECTIONERS
GROCERS
RESTAURANTS

92-94-96 Queen's Road Central, Hongkong.

Telephone No. 1057.

AMERICAN | Any Cool Drinks

Ice Cream

FIRST CLASS RESTAURANT

\$0.70 CENTS A MEAL

A LA CARTE AT ALL HOURS.

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.
AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central: The Old Supreme Court, Telephone 1410.

SOLIGNUM

It is a preservative of wood from decay, dry rot and vermin. It is easily applied, has great
covering power, and in addition to its preserving properties makes a most artistic stain on all
woodwork, whether inside or out.

SOLIGNUM IS DEATH TO THE WHITE ANT.

MADE IN SEVERAL SHADES OF BROWN, GREEN & RED.

The wood of the superstructural woodwork of the new Star Ferry Pier at Hongkong has been
treated with Solignum.

SIEMSSEN & CO. (Machinery Dept.) Hongkong & Canton,

SOLE AGENTS FOR HON-
KONG, CANTON AND SOUTH CHINA.

Studebaker

No. 3 Dudd.

Sole Agents.

Commercial

Lessons in Chinese.

Shanghai Exchange and Bullion.

September, 10, 1913.

Mexican Dollars: market rate.

Opening Tls. 74.85

Closing Tls. 74.85

Dragon Dollars: native bank rate.

Shanghai Gold Bars Tls. 74.7

978 taels Tls. 353

Ber Silver Tls. 111.15

Copper Cash: per tael, 1,765

Sovereigns: buying rate.

COMMERCIAL

Shanghai Piece Goods Report.

Messrs. N. & Murray and Co., Ltd., write as follows in their weekly Market Report:—

The effect of the Government successes has been to restore to a large extent, confidence in business circles and the trade that has resulted, both in exports and imports, must have been of considerable dimensions and gives promise of further important developments.

Home Market.—The strength of the markets for raw material seems to have caused consternation to the weaving trade and at the close, quotations could not be given or relied upon, in view of the excitement ruling. At the end of last week, Rauter quoted Hornby's 8 dls. Shirtings up to 8 dls. Calvert's 10 lbs. were unchanged at 10 lbs and all the years were higher. Proctor's 30's, 10/1-8/-1-8d up, Taylor's 40's 11/1-8d-1-4d up and Eckerley's Twist 9/1-2d-1-2d. higher, but yesterday no quotations were given for the reason stated. We hear that for Jeans 1/- per piece more than last, has been demanded, for end of the year shipment. Last month's shipments were again 10 per cent. over the decennial monthly average, the figures for Shanghai only being:—

Plain Cotton.....	32,500,000
Printed Cotton....	2,200,000
Dyed Cotton.....	11,500,000

46,200,000

The total shipments for the week ending 20th August were 6,000,000 yds. (including Hongkong) of Plain Cotton from the U.K.

Local Market.—On all hands we heard to-day of improved deliveries, as well as of new business, the demand being principally from the Northern ports. For goods in hand the rise in the price of cotton should very materially strengthen the position of holders although probably this market may be slow to respond, as usual. The goods mostly in demand seem to be Italians, Jeans and the lighter qualities of Grey Shirting. Another Customs House regulation dealing with re-export passes, threatens to cause discontent and trouble. It seems to be contemplated to issue and require a specific pass for each shipment or lot, whereas hitherto, a pass could be used indiscriminately for any other packages, provided only, the quantity was not exceeded.

American Goods.—We hear that some more buying for this market has taken place and a further rise in New York prices has been established—three yard goods being quoted all the way up to 12-1/2d. per pce. Here the value has risen to Tls. 475 for the best chaps. Both Tientsin and Newchwang have been operating and on the latter place exchange is now 715.

Auctions.—After seven weeks of cessation, the weekly auctions began again on Tuesday, when the hall was once more started by the Kung Ping hong. Moderate quantities were offered, and on the whole prices realised were more satisfactory than was expected. Black Italians were specially strong to-day; indeed the market seems to have improved all round at the close, the exception being heavy Greys.

Cotton Yarn.

A further hardening of prices in Bimby, due to dearer cotton, places that and this market's range of values still farther apart, but during the week a fairly good business in spot yarns has been concluded and also, we hear, forward sales of about 7,000 bales have been made. Local Spinnings have attracted more attention.

New Bishopton.

It will be a satisfaction to Churchmen that the Bishopton for Sheffield Chelmsford, and the County of Suffolk Bill passed its third reading in the House of Commons and through all its stages in the Upper House last month.

Entertainments

The Hongkong Tramway Company, Limited.

THE LAST BAND NIGHT OF THE SEASON.

By kind permission of Major Robinson and Officers the Full Band of the 25th Punjabis will play on the Beach at North Point from 9 p.m. until 11 p.m. on

FRIDAY NIGHT, SEPT. 19, 1913.

Special Cars will leave the Post Office every few minutes.

VICTORIA THEATRE

FOR 2 NIGHTS

ONLY

TO-NIGHT

THE GREAT DRAMATIC FILM

"MATHILDE" 5000 ft.

ADAPTED FROM THE FAMOUS ROMANCE

d' EUGENE SUE

ALSO

A GOOD SELECTION OF NEW PICTURES.

A SPECIAL PROGRAMME.

BIJOU THEATRE

5 NIGHTS

Commencing To-Night

MATINEE SATURDAY

GEO. SAMUELS PRESENTS THE FAMOUS Carnegie-Museum

ALASKA-SIBERIA EXPEDITION

Motion Pictures

6000 FEET OF FILMS AND 30 EXPLANATORY SLIDES ACCOMPANIED BY AN EXPLANATORY LECTURE.

TWO HOURS OF CONTINUOUS SENSATION AND BREATHLESS INTEREST.

THRILLING HUNTING SCENES UNDER THE MIDNIGHT SUN!

THE CROWNING ACHIEVEMENT OF MOTION PICTURE HISTORY!

Comedy, Tragedy, Paths from Nature's Everlasting Drama, Staged at The Top of The World.

PERFORMANCE STARTS AT 9.15 p.m.

MATINEE AT 4.15 p.m. SATURDAY

PRICE: \$1.50, \$1.00, 70 Cents.

MATINEE \$1.00, 50 Cents.

BOOKING AT MOUTRIES.

Public Companies

Notice

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

DOUGLAS STEAMSHIP CO., LTD.

THE Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices, on Wednesday the 24th of September at noon for the purpose of receiving the Report of the General Managers, together with a Statement of Account to June 30th, 1913.

The Transfer Books will be closed from the 10th to the 24th of September, both days inclusive.

DOUGLAS LAPRAIK & CO.
General Agents.

CANTON INSURANCE OFFICE LTD.

NOTICE

TIME TABLES.

WEEK DAYS.

1.00 A.M. to 4.00 A.M. Every 15 Min.

4.00 A.M. to 10.00 A.M. 15 Min.

10.00 A.M. to 1.00 P.M. 15 Min.

1.00 P.M. to 4.00 P.M. 15 Min.

4.00 P.M. to 7.00 P.M. 15 Min.

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SERVICE MATTERS.

The Cumberland.

The Cumberland, cadets' training cruiser, will leave Devonport on October 1 for six months' cruise in the Mediterranean and the West Indies.

The late Col. Sanster.

Lieut.-Col. A. Bruce Sanster, cantonment magistrate, who has just died at Karachi, served with the Indian Army from 1888 to 1904, joining it from the Yorkshire Light Infantry.

Diffusion of Naval Forces.

The concentration of the British Fleet in home waters is about to be relaxed in two directions, says the *Globe*, which will result in re-establishing British prestige in the Mediterranean and showing the White Ensign in the western part of the Atlantic. The battle-cruisers Indomitable and Invincible and the light cruisers Dublin and Chatham are about to join the flag of the Commander-in-Chief in the Mediterranean, the reinforcing taking place in time for Admiral Sir A. Berkeley Milne to be accompanied to the western part of his command by four battle-cruisers, four large armoured cruisers and smaller craft. Later in the year the Fourth Battle Squadron, which is about to leave for Gibraltar, will join up with the Mediterranean Fleet, thus bringing, for a time, the total number of armoured ships in the Mediterranean to eleven. The strengthening policy is also to be applied to the flotilla by the 33-knot destroyers being relieved by the Basilisk group.

The Kent and the Monmouth.

Coincident with the restoration of British naval strength in the Mediterranean, the British flag will again be established on the western shores of the Atlantic by the arrival of the Fourth Cruiser Squadron at Bermuda. It is matter for regret that this policy of diffusion of naval force should be accompanied by the withdrawal of the Kent and Monmouth from the China station without substitutes being found therefor. Ten years ago the China Squadron consisted of five battleships, one armoured and eight protected cruisers and ten sloops; with the withdrawal of the Kent and Monmouth without replacement ships, there will be left only two armoured and two second-class protected cruisers, six sloops and small craft. The Pacific station has also been considerably weakened in recent years, and the augmentation of strength in the West Atlantic is therefore, it may be hoped, only the thin end of the wedge towards the British flag being flown in distant waters in adequate force.

Nurseries for British Seamen.

It is distinctly encouraging to those who have long been engaged in calling the attention of the public to the necessity of manning British seamen, to find so many new agencies coming into existence with the object of training boys for a life at sea in our mercantile marine. That the Navy will ultimately profit considerably from the work of such agencies is certain, since even if at first the majority of the boys prefer to give the merchant service a trial, they are often attracted to the fighting service, after an oversea voyage or two, by the cleaner and more

POST OFFICE.

The Gneisenau, with the German Mail left Singapore on Saturday, 13th inst., at 1 p.m., and is due to arrive here to-day at 7 p.m.

The Chenan with the mail from London (via Siberia) of Friday, the 29th ult., is due to arrive here to-day.

The United States Mail per a.s. Siberia has been transferred to the a.s. Magellan, due here on Monday 23rd inst.

The Empress of India with the Canadian Mail and Mail from London (via Siberia) of Wednesday 27th and Saturday 30th ult., is due to arrive here Thursday 18th inst.

MAILS DUE.

German, Gneisenau, 17th inst.
Siberian, Chenan, 17th inst.
Canadian and Siberian, E. of India, 18th inst.
American, Magellan, 18th inst.

MAILS ARRIVED TO-DAY.

Quarta, Skiong
Chowki, Bangkok
Ryukin Maru, Japan and Keelung
Hatsuy, Coast Ports
St. Albans, Japan
Scandia, Shanghai
Bujo Maru, Japan
Kumakura Maru, Japan

MAILS CLOSE.

Shanghai, North China and Japan via Nagasaki (Europe via Siberia)—Per Gneisenau, 17th inst., 5 p.m.

Swatow, Amoy and Formosa via Anping and Taku—Per Soho Maru, 17th inst., 8 a.m.
Strata, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per Lustow, 18th inst., 9 a.m.

Houton, Pakhoi, Haiphong and Saigon—Per Hongkong, 18th inst., 10 a.m.
Swatow—Per Hainan, 18th inst., 10 a.m.
Sandakan—Per Mauang, 18th inst., 11 a.m.

Macao—Per Sui Tai, 18th inst., 1.15 p.m.
Shanghai & North China—Per Anhui, 18th inst., 3 p.m.

Shanghai & North China—Per Wingsang, 18th inst., 3 p.m.
Chefoo, Newchwang and Dairen—Per Elzer, 18th inst., 5 p.m.

Philippine Islands, Australia, Timor, Tasmania & New Zealand via Port Darwin—Per St. Albans, 18th inst., 10 a.m.

Swatow, Amoy & Foochow—Per Haiyang, 18th inst., 10 a.m.

Shanghai & North China—Per Kwong-sang, 18th inst., 10 a.m.

Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco—Per Hongkong Maru, 19th inst., 11 a.m.

Macao—Per Sui Tai, 19th inst., 1.15 p.m.

Formosa via Keelung, Shanghai & North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco—Per Hongkong Maru, 19th inst., 11 a.m.

Philippine Islands—Per Yuensang, 20th inst., 1 p.m.

Macao—Per Sui Tai, 20th inst., 1.15 p.m.

Japan via Yokohama—Per Jelung, 20th inst., 5 p.m.

Swatow, Amoy and Poochoow—Per Hainan, 21st inst., 9 a.m.

Swatow—Per Hainan, 21st inst., 9 a.m.
Swatow, Amoy and Poochoow—Per Hainan, 23rd inst., 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)—Per Magellan, 23rd inst., 11 a.m.

Philippine Islands—Per Chinlun, 23rd inst., 3 p.m.

Formosa via Keelung, Shanghai & North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Victoria, 23rd inst., 3 p.m.

Japan via Nagasaki—Per Inaba Maru, 23rd inst., 4 p.m.
Straits and Colombo—Per Iyo Maru, 23rd inst., 5 p.m.

Philippines Islands—Per Kumano Maru, 24th inst., 10 a.m.
Philippines Islands, Australia, Tasmania and New Zealand via Thursday Island—Per Kumano Maru, 24th instant, 10 a.m.

Philippines Islands—Per Taiyuan, 24th inst., 2 p.m.

Philippines Islands—Per Rubi, 24th inst., 3 p.m.

Wei-hai-wei and Tientsin—Per Hui-chow, 25th inst., 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Shihyo Maru, 25th inst., 11 a.m.

Shanghai and North China—Per Luchow, 25th inst., 3 p.m.

Swatow, Amoy and Foochow—Per Hainan, 25th inst., 10 a.m.

Shanghai, North China and Japan via Kobe—Per Namang, 26th inst., 11 a.m.

Strata, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Brindisi (Late Letters 11 a.m. to noon, Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Patrol Mail will be closed Friday at 8 p.m.—Per Assay, 27th inst., 11 a.m.

A RAND PLOT.

Cape Town, August 15.

A hitherto unpublished episode during the recent disturbances at Johannesburg comes from a source which I have every reason to regard as absolutely trustworthy. After the meeting between Generals Botha and Smuts and the strike leaders at the Carlton Hotel on July 5, when the conditions of the armistice were arranged, one of the strikers called General Botha aside and said that as they had now come to terms he wished to give him a friendly warning, which was that Ministers should not leave the hotel that night. Asked his reason for giving this warning, he stated, after some pressing, that the executive of the Trades Federation had issued instructions that any Ministers found in Johannesburg were to be shot at sight. It was now too late to cancel the orders as the strikers were all over the town and could not be communicated with.

Subsequently one of the Labour leaders addressing a gathering of strikers stated that they had seen Generals Botha and Smuts and had arranged terms, but that the Labour delegates had gone to the meeting fully armed, and had an agreement not to lead Ministers would not have left the hotel alive.

How far all this was mere braggadocio intended to intimidate the Government and the general body of workers is a matter for conjecture, but there is every reason to believe that the facts are as stated.—*The Times*.

SILIMPON COAL.

BUNKERS

can be supplied at cheap rates.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

THE BEST COFFEE

Is the Cheapest in the end, and one of the very best is LOTUS MOKHA COFFEE. In the Cup it is rich, winy and fragrant—the key-note of an appetizing breakfast—a satisfying close to a busy day.

OBTAIABLE FROM ALL GROCERS.

H. RUTTONEE & SON,
QUEEN'S ROAD CENTRE.



SHIPPING NEWS.

ARRIVED.

Chiyuen, Chi. a.s. 1,267, W. Ross, 16th inst.—Shanghai 13th inst., Gen. C. Co.

Kalgan, Br. a.s. 1,282, Davies, 16th inst.—Shanghai 13th inst., Gen. B. and S.

Chow Toi, Ger. a.s. 1,115, E. Gathemann, 16th inst.—Bangkok 13th inst., Rice & Teak, B. & S.

Quarta, Ger. a.s. 1,146, H. Madson, 16th inst.—Saigon 18th inst., Rice—Kim Sung Lee.

Shibetoro Maru, Jap. a.s. 2,478, Nemoto, 16th inst.—Moji 10th inst., Coal, O.S.K.

Atholl, Br. a.s. 2,708, Gasby, 16th inst.—Java and Cherbon 6th inst., Sugar, D. and Co.

Buyo Maru, Jap. a.s. 3,247, H. Nagano, 17th inst.—Moji 12th inst., Coal, T.K.K.

Kamakura Maru, Jap. a.s. 3,798, T. Horii, 17th inst.—Moji 18th inst., Gen. N. Y. K.

Scounda, Ger. a.s. 4,500, Fochim, 17th inst.—Shanghai 14th inst., Gen. H. A. L.

St. Albans, Br. a.s. 4,116, E. B. S. Baikie, 17th inst.—Kobe 13th inst., Gen. G. L. Co.

Riojum Maru, Jap. a.s. 2,979, J. Yamaguchi, 17th inst.—Kobe & Kirin 5th inst., Coal, D. & Co.

Kwongga, Br. a.s. 1,423, W. F. Blachford, 17th inst.—Canton 16th inst., Gen. J. M. Co.

Houtan, Ger. a.s. 1,002, Heymann, 17th inst.—Bangkok 9th inst., Rice, B. and S.

Halyang, Br. a.s. 1,362, A. E. Hodgins, 17th inst.—Foochow, Amoy and Swatow 16th inst., Gen. D. L. & Co.

Shoshi Maru, Jap. a.s. 1,607, D. Fuchigami, 17th inst.—Canton 16th inst., Gen. O.S.K.

Tsushin, Chi. a.s. 1,217, R. G. Paramore, 17th inst.—Canton 16th inst., Gen. C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

September 17.

Chiyoien for Canton

Kwai-kuo for Canton

Manman for Sandakan

O. Apur for Calcutta

Kalgar for Canton

Scandia for Hamburg

Hungon for Canton

Tsukishima for Canton

Waihui for Whaihui

Hankow for Ichang

Kuklung for Changsha

Shanghai for Kwai-kuo

Guilin for Kwai-kuo

Sharp P. for Canton

Amoy for Canton

Swallow for Canton

Taihoku for Taihoku

Tai-chu for Tai-chu

Tainan for Tainan

Kashin for Kashin

P'dores for P'dores

Canton' for Canton'

H'kong for H'kong

Gap Rock for Gap Rock

Macao for Macao

Wuchow for Wuchow

Pakhoi for Pakhoi

Phullen for Phullen

Tourane for Tourane

C. S. J. for C. S. J.

Appari for Appari

Marili for Marili

Legaspi for Legaspi

Iloilo for Iloilo

Bacolod for Bacolod

Cebu for Cebu

Baluan for Baluan

T. F. Claxton, Director.

Hongkong, Observatory, Sept. 17.